

PHOTOGRAPHIC INTERPRETATION REPORT



Declass Review, NIMA/DoD

[REDACTED]

SELECTED
TRANSPORTATION AND
INFILTRATION ACTIVITY
SOUTHEAST ASIA

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NPIC/R-210/66
JULY 1966

SUMMARY NO 10

W A R N I N G

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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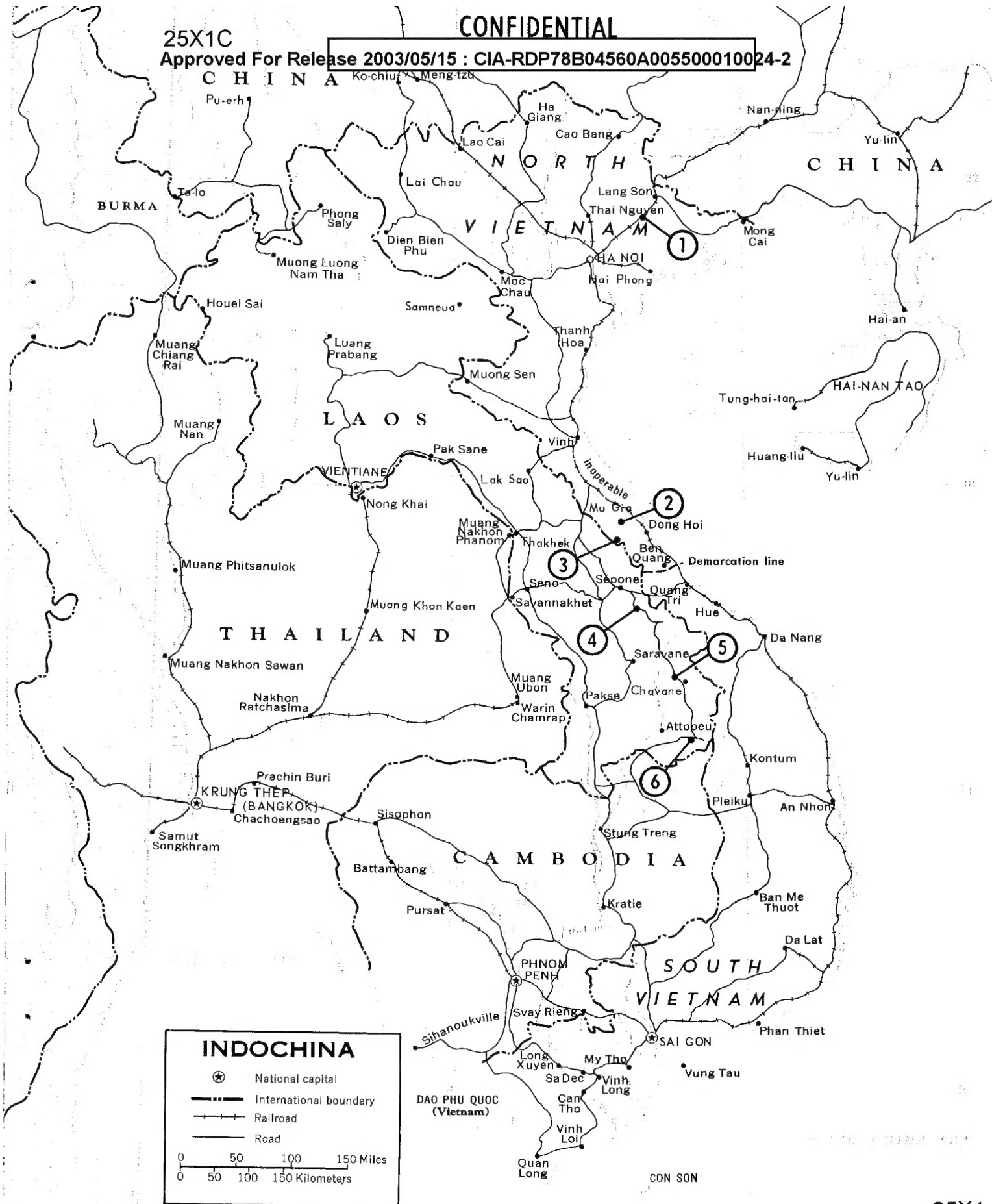
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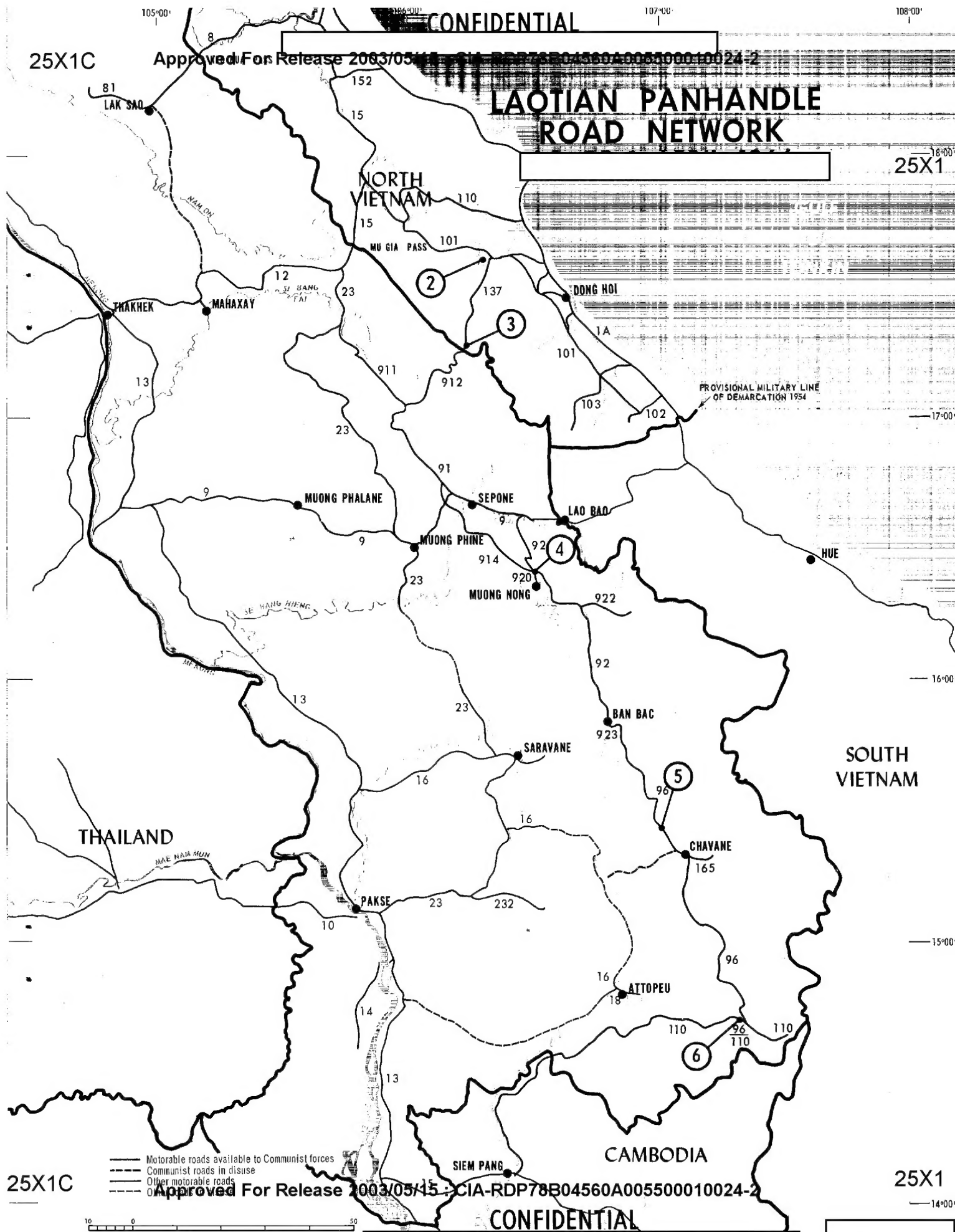
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LAOTIAN PANHANDLE ROAD NETWORK

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1. Dual-gauge Capability, Ha Noi/Ping Hsiang Rail Line

A dual-gauge rail line capability (Figure 1B) presently exists on the Ha Noi/Ping Hsiang Rail Line between Cao Nung Railroad Bridge at 21-33N 106-29E and Kep Rail Yard at 21-25N 106-17E. Meter gauge rail lines may be converted to dual-gauge by widening the rail bed and adding a third rail, permitting utilization of the line by both meter gauge (used in North Vietnam) and standard gauge (used in China) rail cars. The existence of a third rail between the Cao Nung Railroad Bridge and China has not been verified due to a lack of photographic coverage.

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On photography of [REDACTED] the dual-gauge rail line was not observed 4.5 nm northeast of Kep at 21-26N 106-21E; however, there was evidence of construction preparation for the addition of a third rail. The rail bed had been widened and improved and standard gauge rail ties had been substituted for the shorter rail ties used for meter gauge lines (Figure 1C). The third rail was in place 9.5 nm northeast of Kep at 21-30N 106-25E [REDACTED]

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Construction activity observed south of Kep indicates the probable extension of the dual-gauge capability to Ha Noi. A work train discharging ballast was observed at 21-19N 106-15E (Figure 1E) and standard gauge rail ties were observed at 21-16N 106-10E (Figure 1F) and at 21-20N 106-15E. Undistributed ballast has been observed piled at numerous places in this area.

A rail line is under construction between Kep and the Thai Nguyen Ore Processing Plant rail line (Figure 1A). The junction of this line with the Ha Noi/Ping Hsiang Rail Line at 21-25N 106-18E (Figure 1D) was observed on photography [REDACTED] and only standard gauge track was observed in this area.

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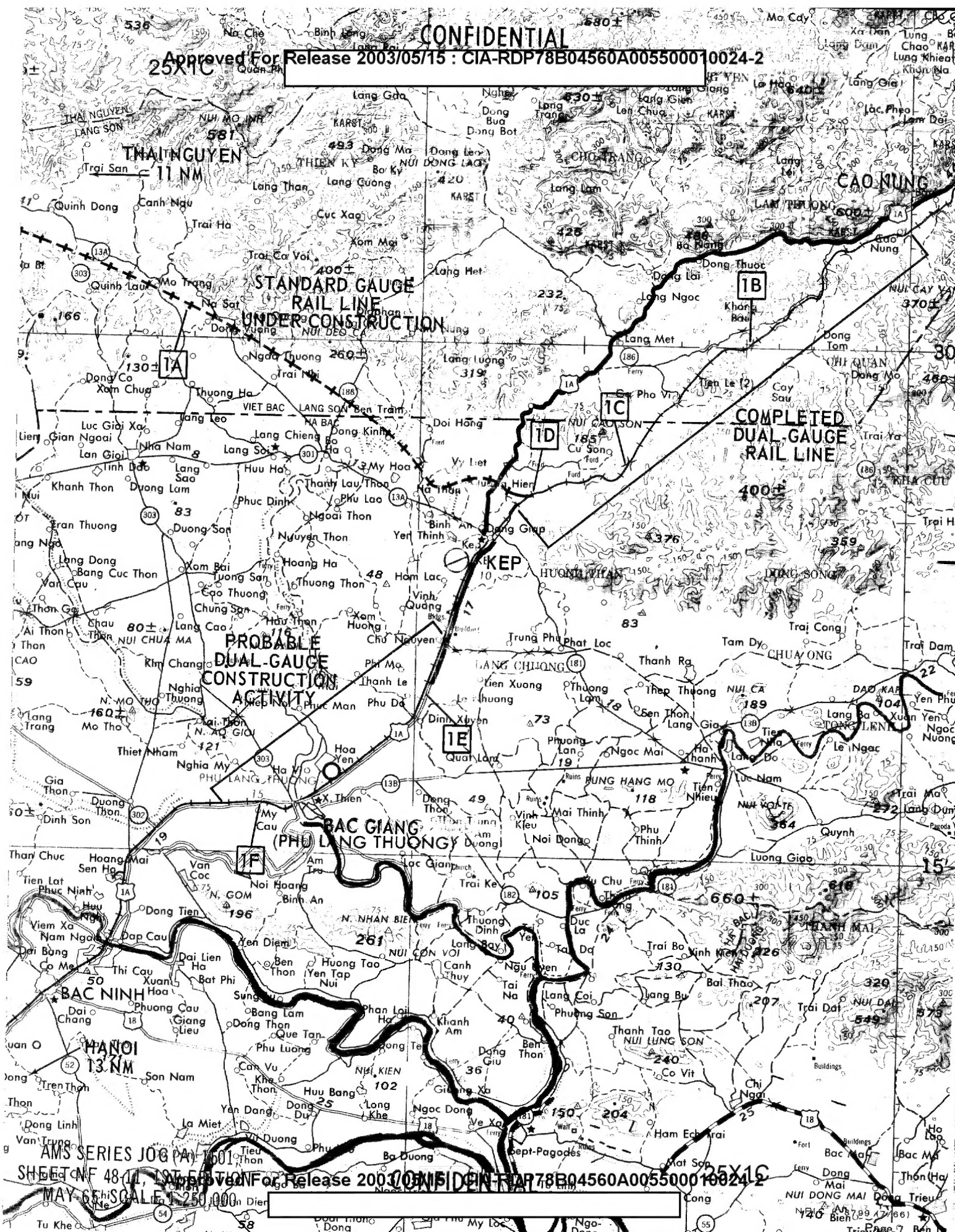
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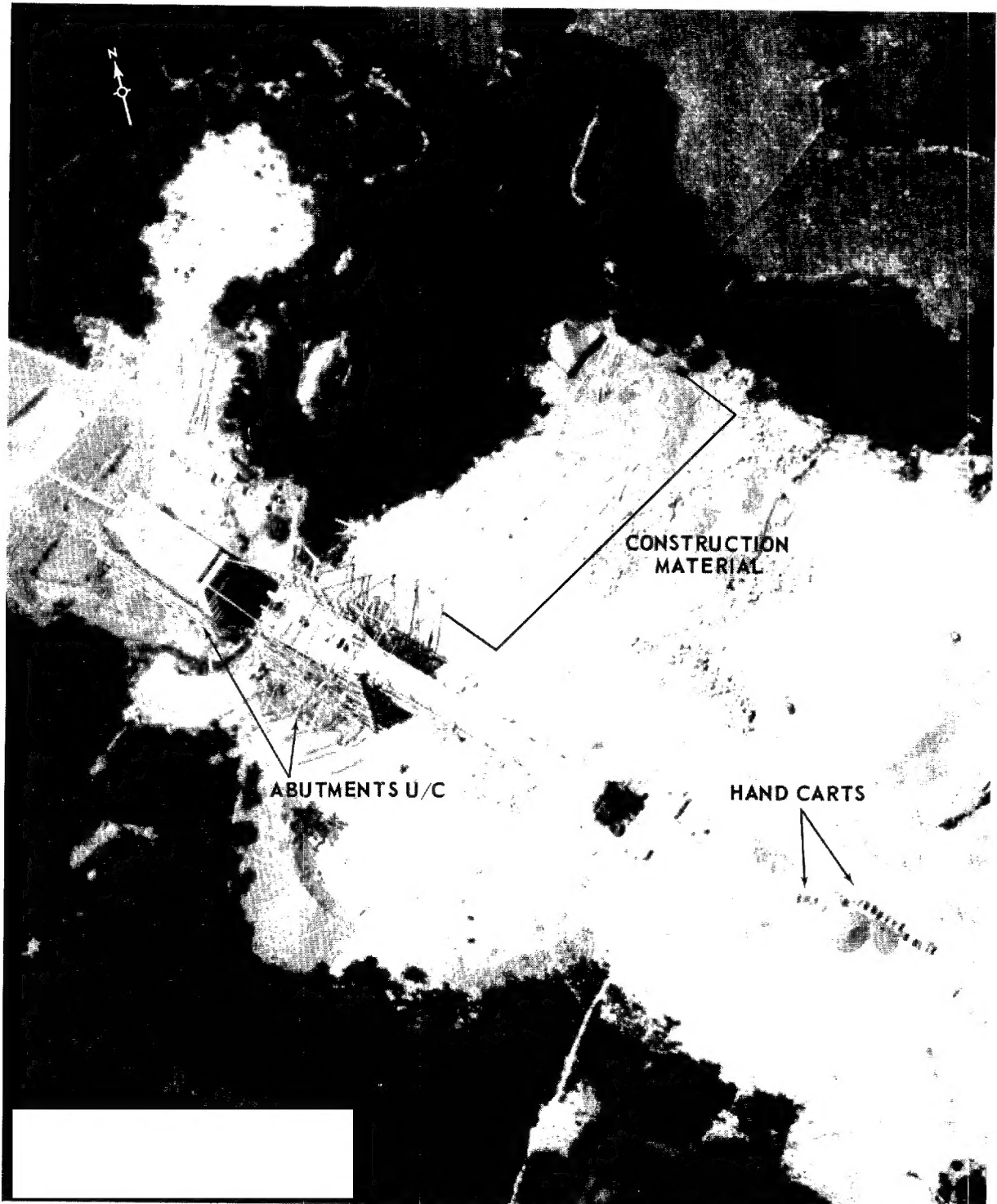
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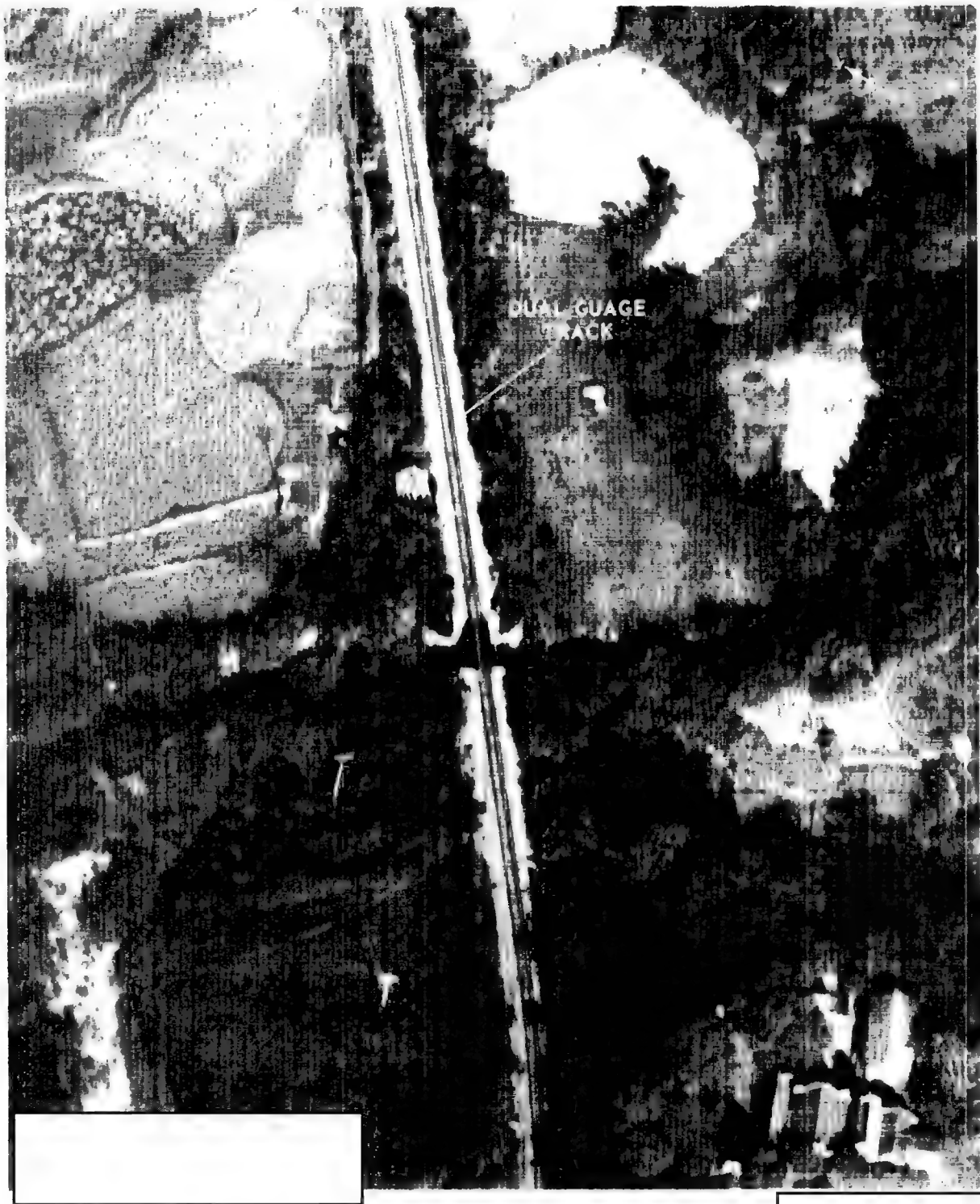
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FIGURE 1A. STANDARD GAUGE RAIL LINE UNDER CONSTRUCTION, NORTH VIETNAM

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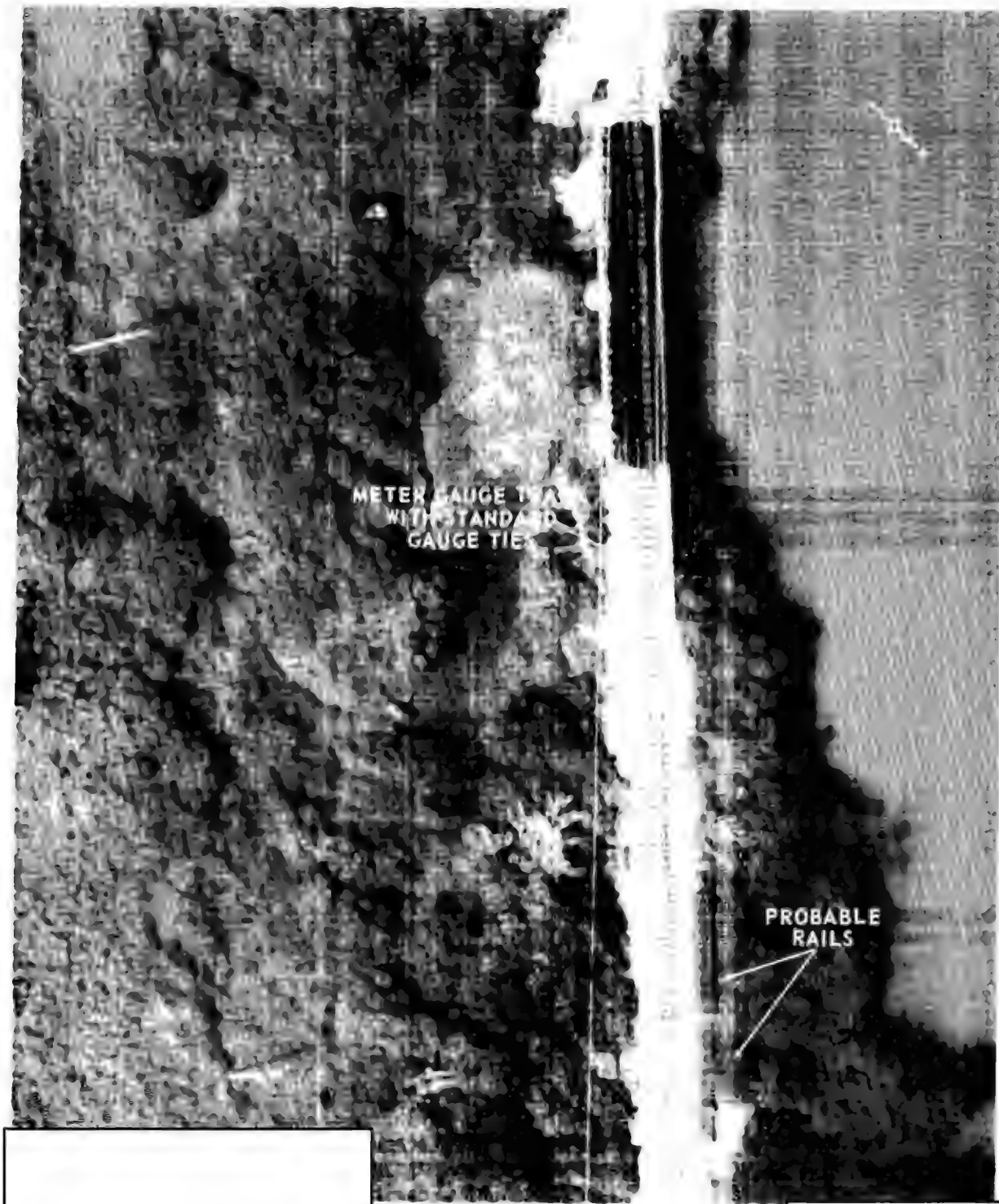
FIGURE 1B. DUAL-GAUGE RAIL LINE, NORTH VIETNAM

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25X1D FIGURE 1C. DUAL-GAUGE RAIL LINE UNDER CONSTRUCTION NORTH VIETNAM

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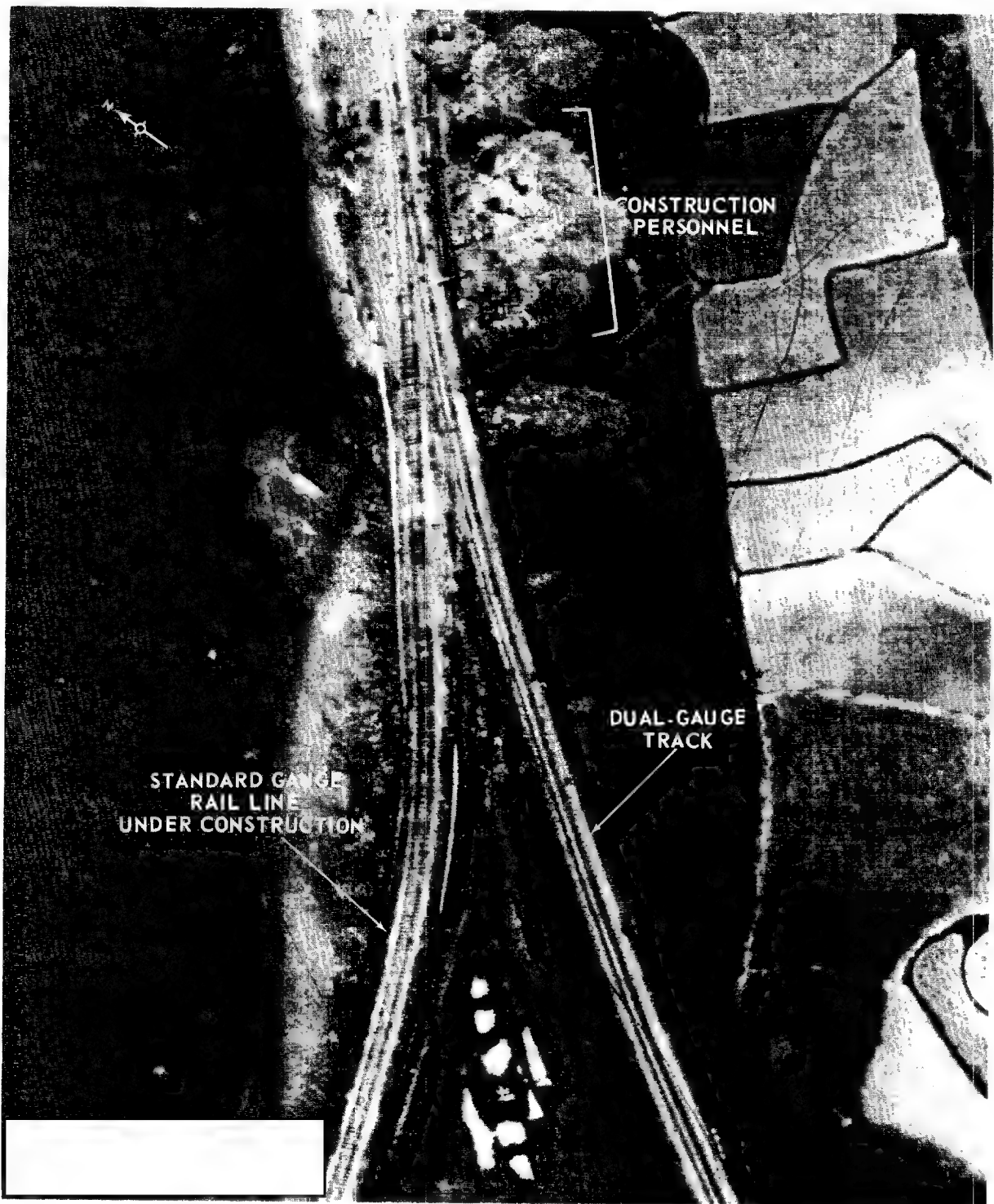
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FIGURE 1D. DUAL-GAUGE RAIL LINE, NORTH VIETNAM

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FIGURE 1E. PROBABLE DUAL-GAUGE RAIL LINE UNDER CONSTRUCTION, NORTH VIETNAM

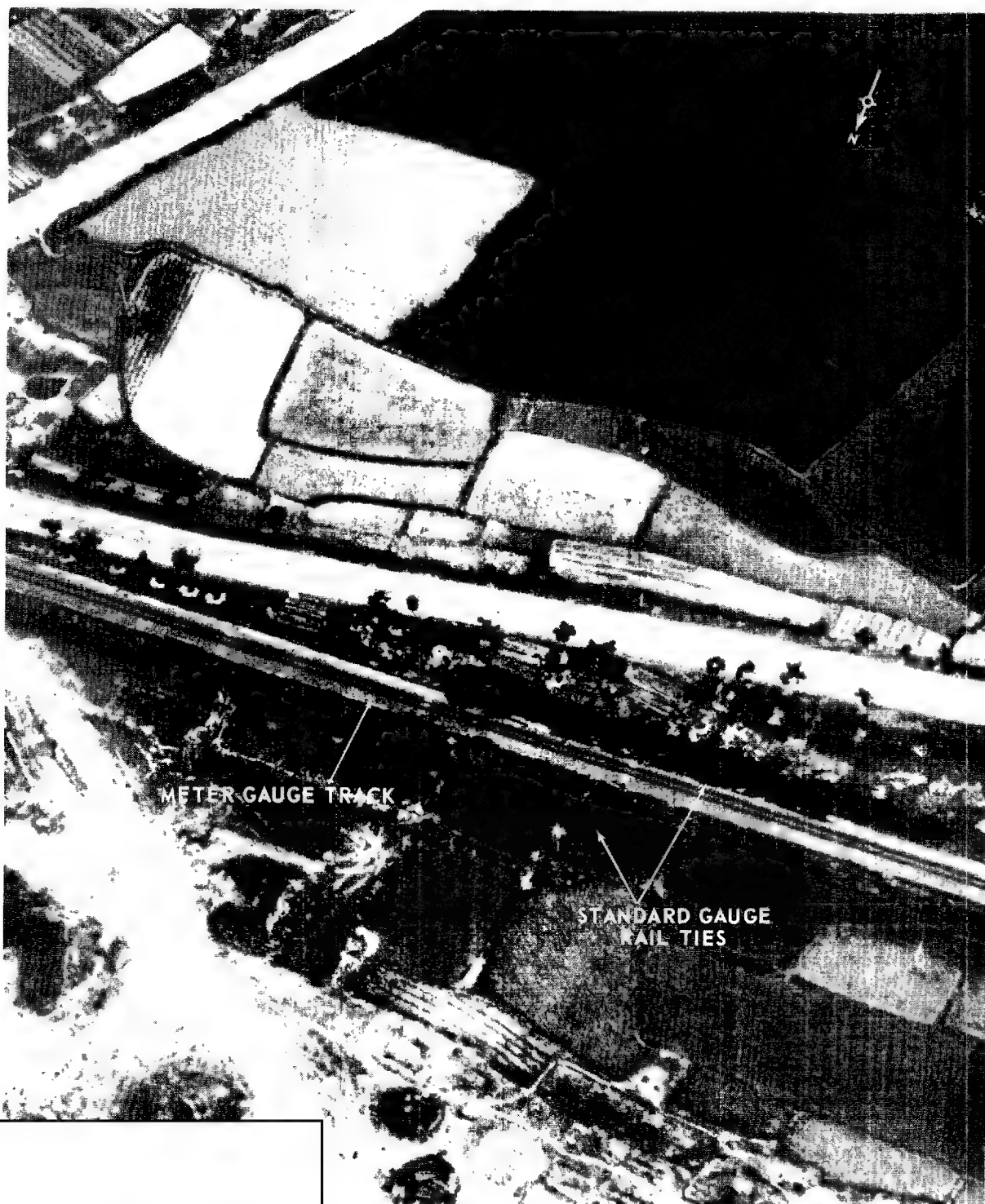
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FIGURE 1F. PROBABLE DUAL-GAUGE RAIL LINE UNDER CONSTRUCTION, NORTH VIETNAM

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2. New By-pass Road and Probable Ferry Crossing

A new by-pass road extends from Route 137 at UTM XE368454 southwest to a new probable ferry crossing on the Song Troc (river) at UTM XE361447 (Figure 2). From this point the road continues generally west, then north-northeast along the base of a large karst hill, to join Route 101 at UTM XE36495. Numerous truck pull-offs are observed, through scattered clouds, at UTM XE348463.

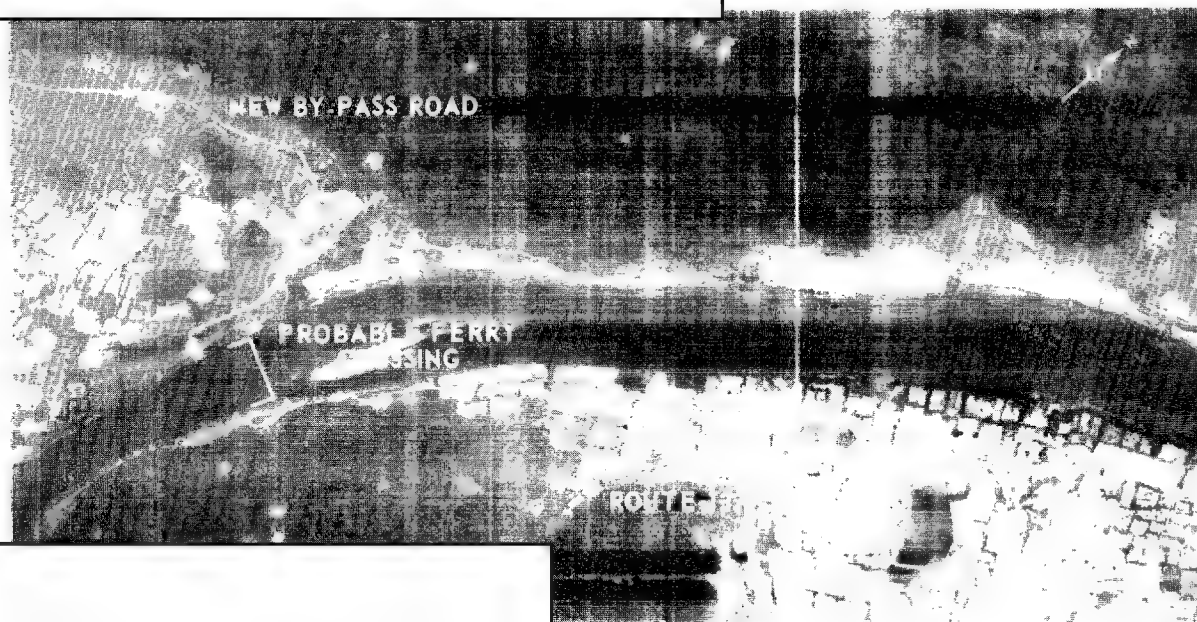
The Route 101 ferry crossing at 17-36N 106-18E is unserviceable due to numerous road interdictions on both sides of the river. All vehicular traffic appears to be continuing southwest along the new road. The ferry boats previously reported in this area are not observed.

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3. Probable Truck Park on Route 137

A probable truck park is observed on Route 137 at UTM XE311265. Part of a complex road network is observed 500 feet south of the road in a heavily forested area. No associated facilities are observed; however, the dense tree canopy limits interpretation.

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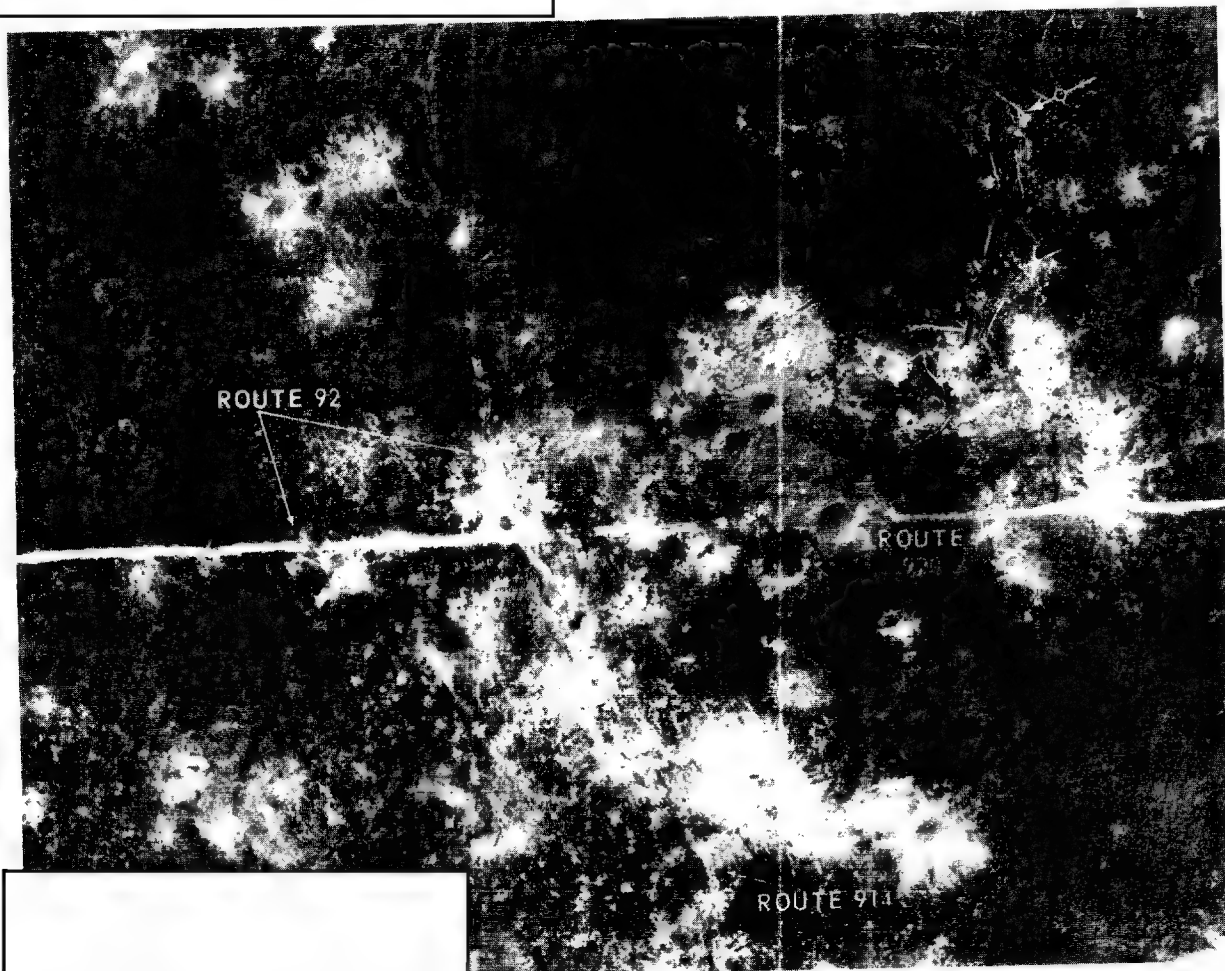
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4. Road Interdictions, Route 92

Numerous interdictions are observed on Route 92 immediately east of its junction with Routes 914 and 920 at UTM XD592181 (Figure 3). There is no evidence of recent vehicular activity in this area. South of this point, Route 92 deteriorates severely as a result of additional interdictions, heavy rain, and the lack of normal road maintenance.

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FIGURE 3. ROAD INTERDICTIONS, ROUTE 92/914/920 JUNCTION, LAOS

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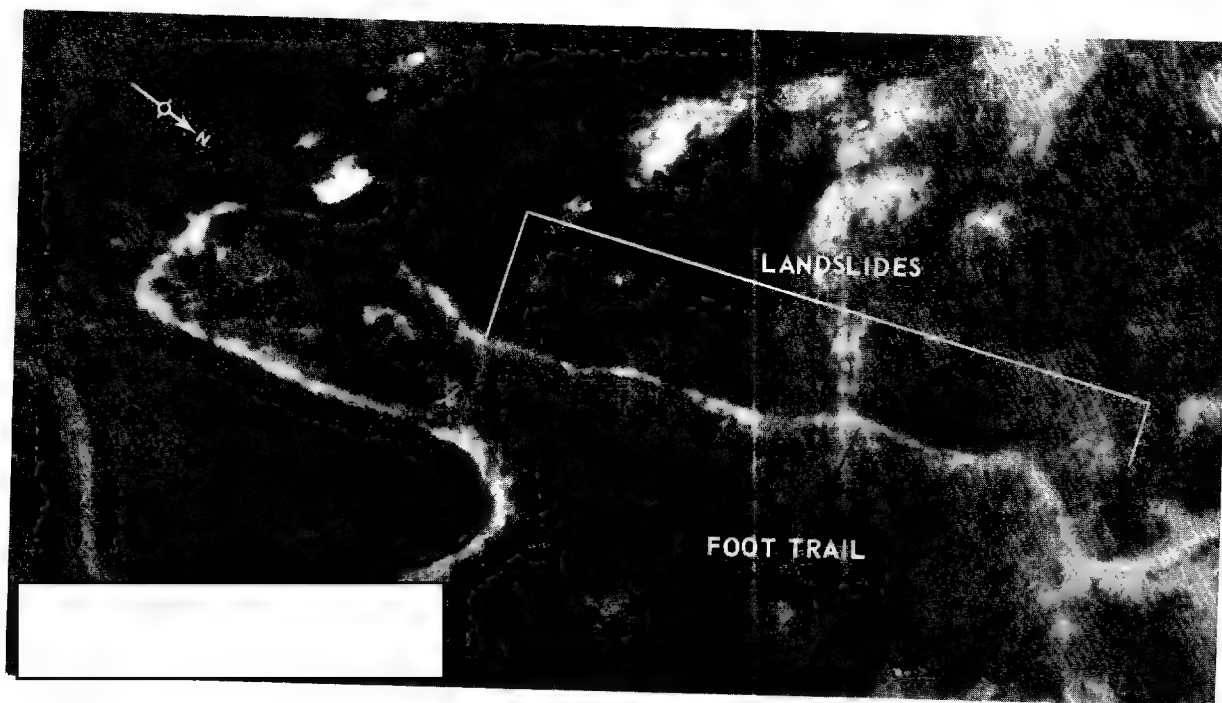
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5. Landslides on Route 96

Route 96 is unserviceable at 15-25N 107-00E. Landslides have rendered approximately 350 yards of the road, from UTM YC149062 to 149065 (Figure 4), impassable for vehicular traffic; however, a well-used foot trail extends along the road alignment. Weathering has caused the road embankment to collapse at UTM YC147069, rendering that point of the road also impassable.



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FIGURE 4. LANDSLIDES, ROUTE 96, LAOS

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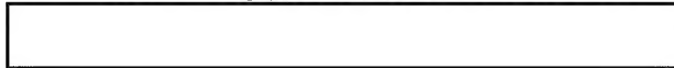
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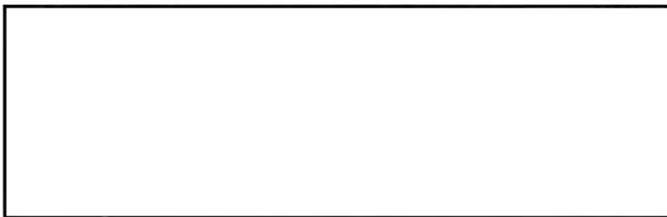


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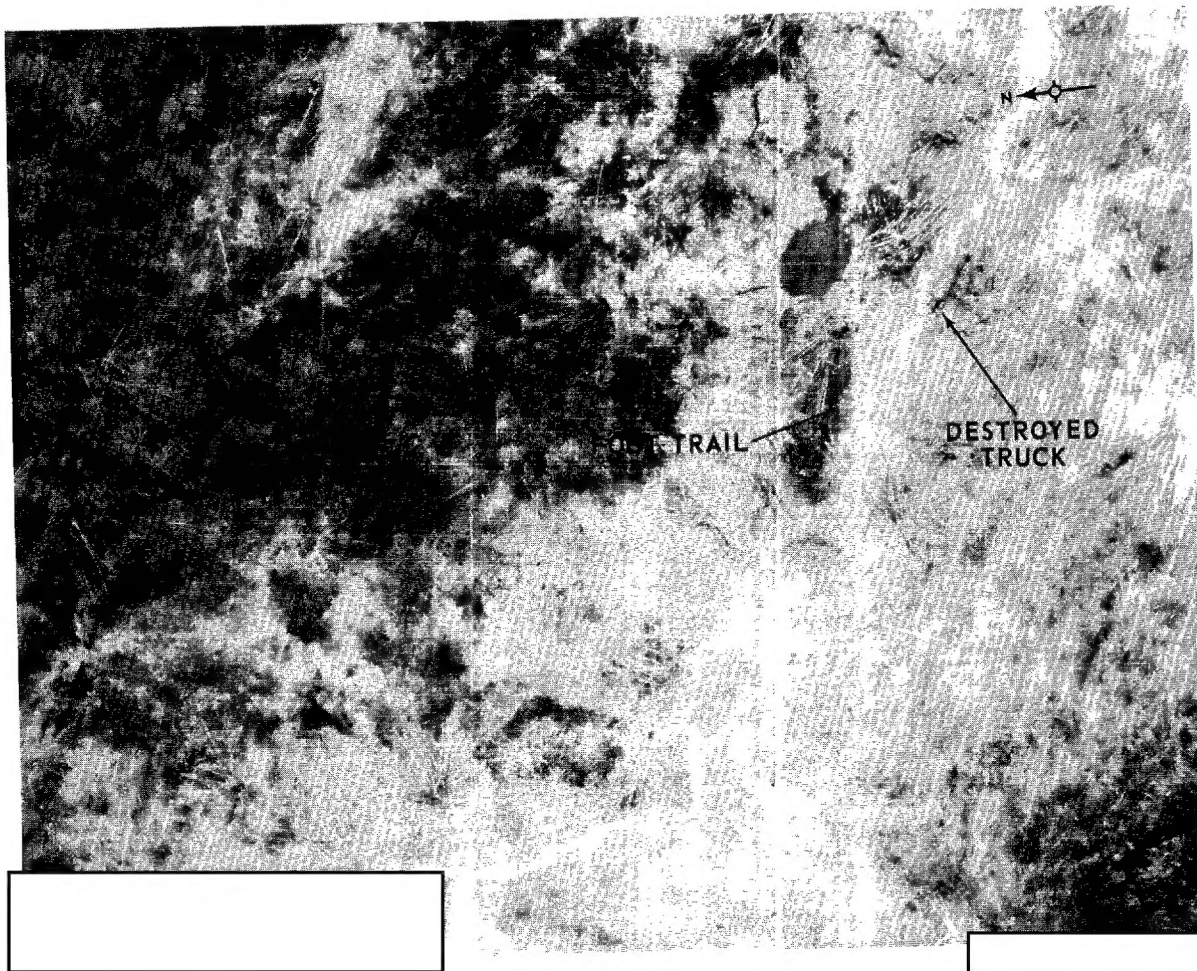
6. Route 110 Segment Remains Unserviceable

Successive photographic coverage indicates that Route 110 remained unserviceable from [redacted] due to concentrated interdictions at UTM YB447289. There has been no attempt to repair or by-pass the interdictions. No vehicles have transited the area during this period; however, a foot trail is observed (Figure 5).

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FIGURE 5. ROAD INTERDICTIONS, ROUTE 110, LAOS

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